U. S. INTERNATIONAL AIR TRAVEL 1979

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TABLE OF CONTENTS

PAGE

LIST OF FIGURES AND TABLES iii

I. INTRODUCTION AND SUMMARY 1

II. GEOGRAPHICAL REGIONS 6

A. Latin America 9
B. Trans Atlantic 9
C. Trans Pacific 9

III. MARKET CHARACTERISTICS

A. Charter vs. Scheduled Services 16
B. U.S. Citizens vs. Non-U.S. Citizens 16
C. U.S. Flag Airlines vs. Non-U.S. Flag Airlines 16

IV. U.S. GATEWAYS

A. U.S. International Gateways 20
B. U.S. Gateways to Europe 22

APPENDIX

Data Reconciliation with prior report, U.S. International Air Travel 1950 - 1978 . . 24

LIST OF FIGURES AND TABLES

PAGE

FIGURE NO.

1. Traffic Flow Map 2

TABLE NO.

1. U.S. International – Percent of Total International 3
2. Major Geographical Flows 3
3. Traffic by Area 4
4. U.S. - Caribbean Traffic 7
5. U.S. - South America Traffic 8
6. U.S. - Central America Traffic 10
7. U.S. - Europe Traffic 11
8. U.S. - Mid East/South Asia Traffic 12
9. U.S. - Far East Traffic 13
10. U.S. - Oceania (South Pacific) Traffic 15
11. Charter vs. Scheduled Services 17
12. U.S. Citizens vs. Non-U.S. Citizens 18
13. U.S. Flag Airlines vs. Non-U.S. Flag Airlines 19
14. U.S. Gateways for International Traffic 21
15. U.S. Gateways to Europe 23

U. S. INTERNATIONAL AIR PASSENGERS – 1979

I. INTRODUCTION AND SUMMARY

This report is a study of air traffic between the United States and all foreign countries, except Canada, for 1979. U. S. Immigration and Naturalization Service (INS) data processed by the Nettleton Travel Research Center is the data source. The traffic data presented includes revenue and non-revenue passengers, scheduled and charter service, arrivals and departures, U. S. flag airlines and non-U. S. flag airlines, and U. S. citizens and non-U. S. citizens, unless otherwise noted. For recording purposes, the traffic volume shown to and from each foreign country is generally based on the country where the passenger embarks/disembarks from an aircraft on a direct flight. The U. S. gateway recorded for a passenger is the first U. S. city on inbound flights and the last U. S. city on outbound points. The report is a continuation and refinement of a series which includes similar reports for 1978 and also for the 1950-1978 period.* These refinements are described in the appendix of this report. The following modifications have been made to the INS data: addition of U. S. mainland-Puerto Rico/U. S. Virgin Islands traffic and, exclusion of Puerto Rico/U. S. Virgin Islands - Caribbean, and Guam - Japan/U. S. Trust Territories traffic.

The U. S. International traffic market, estimated at 113.5 billion revenue passenger miles, represents more than one-third of total international and one-fifth of world traffic, see Table 1. International traffic represents approximately one-half of total ICAO world traffic, excluding the U.S.S.R. Although the passenger volume is only 6% (40.3 million) of the world, the U. S. International market generates a large number of RPM's because of the relatively long average trip length of 2,819 statute miles vs. approximately 900 for the world. Passenger volume in this market rose 14.2% which was more than the 11.7% for U. S. Domestic, and 40% faster than for world traffic at 10.1%.

U. S. International traffic is divided into three geographical markets in Table 2. The largest passenger market is to and from Latin America, with nearly one-half the total. Due to the longer trip distances of Trans Atlantic and Trans Pacific trips, over 4,000 miles, the Trans Atlantic market is the largest in RPM's at 58.4% and the Trans Pacific is nearly as large as the Latin America market.

Total traffic to and from the United States increased from 35.3 million passengers in 1978 to 40.3 million in 1979, a 14.2% rise, see Table 3. This is slightly higher than the historical trend since 1950 of 12.2%. The growth rate slowed slightly from 15.2% in 1978, primarily due to slower growth in the Trans Atlantic market, where the U. S. - Europe growth rate decreased from 13.8% to 9.1%.

The growth rate in U. S. citizens was less than for non-U. S. citizens for travel to all world regions. A prime cause for this was the nearly 50% drop in real GNP growth for the U. S. from a 4.4% increase in 1978 to 2.3% in 1979. The number of U. S. citizens traveling to foreign destinations increased by only 6.4% to 18.7 million versus a 26% increase in foreigners coming to the United States. In the largest regional market, U. S. - Europe, the number of U. S. citizens declined 1.5%. For Europeans, the U. S. became more of a bargain, as the Deutsche Mark, French Franc, Pound Sterling and Lira all rose in value relative to the dollar.

Despite this trend, U.S. flag airlines, with a 17.2% increase in volume, improved their overall market share for all major regions except for the Caribbean and Central America. This caused the U. S. airlines share of the market to recover to just over 50%, while the percent of U. S. citizens in the U. S. International market fell to 51.9%, a drop of 4.2 percentage points.

*U. S. International Air Travel – 1978
FEA-2678 April 1979

U. S. International Air Travel – 1950-1978
FEA-2736 October 1979

FIGURE 1

U.S. INTERNATIONAL AIR TRAVEL
PASSENGERS (MILLIONS)
1979

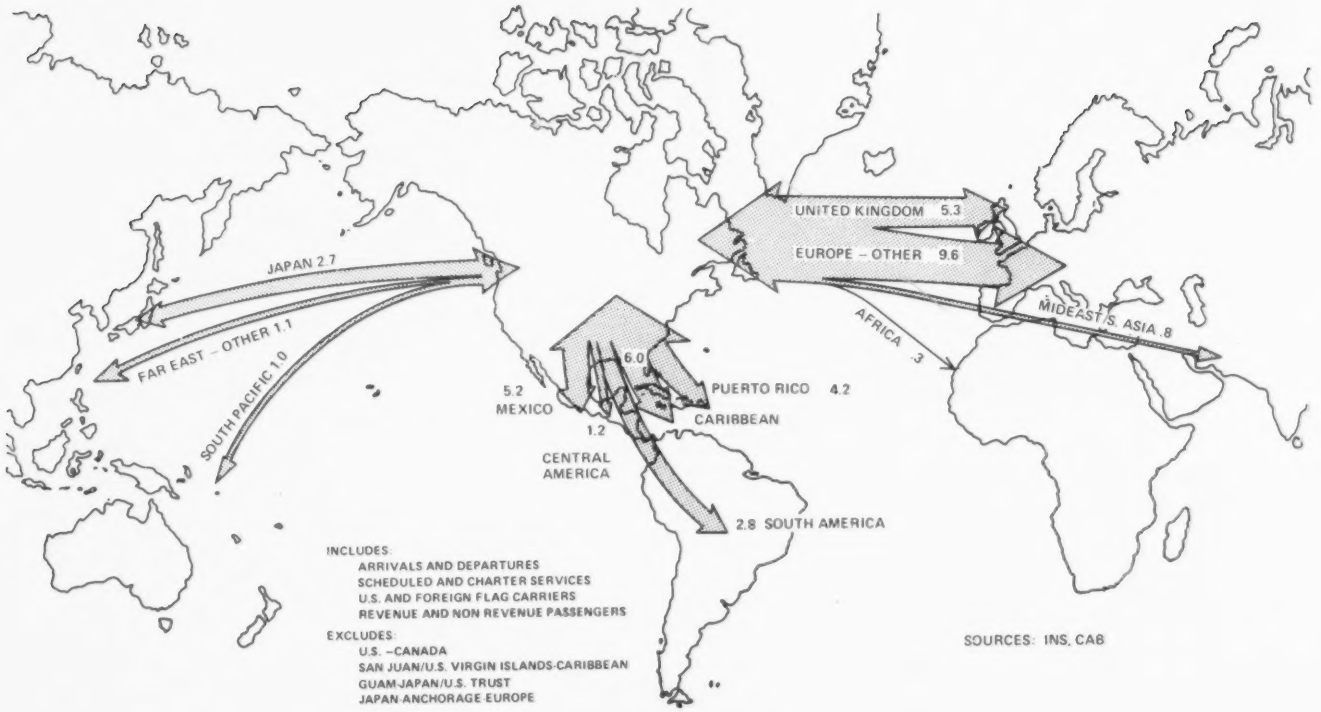

TABLE 1

U.S. INTERNATIONAL AIR TRAVEL
PROPORTION OF TOTAL INTERNATIONAL

1979

	Revenue Passenger Miles	
	Billion	Percent of World
U.S. International	113.5	34.2%
Other International	218.7	65.8
Total International	332.2	100.0%

TABLE 2

U.S. INTERNATIONAL AIR TRAVEL
DISTRIBUTED BY GEOGRAPHICAL MARKETS

1979

	Passengers		Revenue Passenger Miles		
U.S. To/From	Million	Percent of U.S. Intl.	Billion	Percent of U.S. Intl.	Average Distance (St. Miles)
Latin America	19.5	48.3%	24.9	21.9%	1,281
Trans Atlantic	15.9	39.5	66.3	58.4	4,164
Trans Pacific	4.9	12.2	22.3	19.7	4,552
	40.3	100.0%	113.5	100.0%	2,819

TABLE 3

U.S. INTERNATIONAL AIR PASSENGERS DISTRIBUTED BY REGION

1979 Vs. 1978

U.S. To/From	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
Latin America				
Caribbean	6,005	14.9%	14.9%	14.8%
Mexico	5,174	24.6	12.8	11.8
Puerto Rico/U.S. Virgin Isles	4,215	7.3	10.5	11.1
South America	2,835	20.9	7.0	6.6
Central America	1,216	12.4	3.1	3.1
TOTAL SOUTH	19,445	16.2	48.3	47.4
Trans Atlantic				
Europe	14,918	9.1	37.0	38.8
Mid East and S. Asia	762	18.3	1.9	1.8
Africa	251	12.1	0.6	0.6
TOTAL EAST	15,931	9.6	39.5	41.2
Trans Pacific				
Far East	3,927	23.0	9.8	9.1
South Pacific	954	19.4	2.4	2.3
U.S. Trust Territories	13	0.0	0.0	0.0
TOTAL WEST	4,894	22.2	12.2	11.4
World	40,270	14.2%	100.0%	100.0%

Excludes U.S. – Canada, San Juan – Caribbean (712,000),
U.S. Virgin Islands – Caribbean (152,000),
Guam – Japan (345,000), and Guam – U.S. Trust Terr. (176,000).

Partially offsetting the reduced growth rate in the Trans Atlantic market was a nearly doubling of the growth rate for Pacific markets. The U. S. - Far East growth rate accelerated from a below-average rate of 11.9% in 1978 to 23% in 1979. The Latin America markets (including the Caribbean) continued as the largest with 47.4% of the total and also maintained an above-average rate due to Mexico's 24.6% increase and South America's 20.9%. Mexico was a relatively more economical place to visit for U. S. citizens as the dollar maintained its value, relative to the peso.

Charter traffic continued the recent sharp decline started in 1978 with a drop of 15.8%, or 619,000 passengers, to 3,296,000, and now represents less than 10% of U. S. International passengers. The major charter market, Europe, declined by more than one-quarter as scheduled airlines offered fares more competitive with charter carriers and because of Laker's popularity. The reduction in U. S. citizens to Europe impacted heavily in the charter area as the number of U. S. citizens on charter flights was down 42.7% from 1.6 to 0.9 million.

New York's (Including Newark) share of the market continued its decline to 35.2% with 12.7 million passengers handled and an 8% growth compared to to the 15% average. Chicago also showed below average growth, 5.4%. Offsetting these gateways were large increases in international traffic through Miami and San Francisco and the newer gateways of Houston, Atlanta and Dallas. These gateways showed above average growth in traffic to and from Europe. The number of passengers using Chicago as a gateway to Europe actually declined by 4.5%.

II. GEOGRAPHICAL REGIONS

A. LATIN AMERICA

Latin America traffic accounts for almost one-half of U. S. International passengers (19.4 million). The majority of these passengers (85%) are travelling no farther south than Mexico or the Caribbean areas with only 15% to/from South America. The growth rate of Western Hemisphere traffic was slightly above average at 16.2% primarily due to large increases in U. S. - Mexico and U. S. - South American traffic. U. S mainland - Puerto Rico traffic increased only 6.7% in 1979, a rate less than one-half of the average of U. S. International traffic.

1. Caribbean

U. S. - Caribbean traffic grew to 6.0 million passengers, an increase of 14.9% over 1978, nearly identical to the 15.0% increase in 1978 but far above the 1972 -78 average of 2.8%, per Table 4. The most popular destination in the Caribbean is the Bahamas with one-third of this region's flow. The Bahamas along with Bermuda had below average growth rates but, together accounted for almost one-half of the total passengers. Jamaica returned to the number two spot in the Caribbean in 1979, the place it held up until 1975. Social unrest combined with the U. S. recession resulted in three successive traffic declines dropping Jamaica to third place in 1976. The Netherlands Antilles, Trinidad & Tobago, and the Cayman Islands all had over 20% growth rates. The U. S. - Cuba market re-entered the top ten list from having almost no traffic in 1978.

2. Mexico

Traffic to Mexico increased faster than to any other region both in percent, 24.6%, and in number, up one million. Services increased substantially from several southern and western U. S. gateways: Houston up by 262,000 passengers or 55.5%; San Francisco up 136,000 or 374.7%; New Orleans up 67,000 or 65.5% and Los Angeles, the largest U. S. - Mexico gateway, up 200,000 or 17.1%.

3. Puerto Rico

Traffic flow to Puerto Rico increased by only 6.7%, the slowest of any major market. Historically this has been the slowest growing market averaging 1% per year since 1972, only one-fifth of the overall U. S. International rate. This is a mature market and is served from the U. S. mainland only by U. S. airlines. The U. S. Virgin Islands traffic increased 12.5% to 448,000.

4. South America

U. S. - South America traffic has increased in volume every year since 1972, see Table 5. In 1979 its growth rate was the second largest of the Western Hemisphere markets and third largest overall at 20.9%. It had averaged over 11% from 1972 - 1978.

Venezuela has the largest amount of traffic to and from the U. S., with nearly one-third of South American flow. Its growth rate averaged 15.7% over the 1972 -78 period, the highest for this region. U. S. - Argentina traffic grew fastest at 40.4% in 1979 and it had moved into fourth place from sixth among S. America markets in 1978. It has shown the most volatility in flow, ranging as low as a 14.1% drop in 1976 to this year's high. Columbia was the largest in flow volume until 1973 and Brazil was the largest until 1975 but both dropped behind Venezuela, which has had three straight years of growth above 20% per year.

TABLE 4

U.S. INTERNATIONAL AIR PASSENGERS
U.S. – CARIBBEAN TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total	
			1979	1978
Bahamas	2,009	8.0%	33.4%	35.6%
Jamaica	926	16.8	15.4	15.2
Bermuda	904	9.4	15.1	15.8
Netherlands Antilles	530	21.8	8.8	8.3
Dominican Republic	489	13.2	8.1	8.3
Haiti	230	14.4	3.8	3.8
Trinidad and Tobago	191	22.4	3.2	3.0
Cayman Islands	189	22.7	3.1	2.9
Barbados	186	15.5	3.1	3.1
Cuba	156	1560.0	2.6	0.2
Others	384	–	6.4	3.8
TOTAL	6,005	14.9%	100.0%	100.0%

TABLE 5

U.S. INTERNATIONAL AIR PASSENGERS
U.S. – SOUTH AMERICA TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
Venezuela	858	20.8%	30.3%	30.3%
Colombia	560	19.6	19.8	20.0
Brazil	506	16.9	17.9	18.5
Argentina	256	40.4	9.0	7.8
Ecuador	235	13.7	8.3	8.8
Peru	190	12.5	6.7	7.1
Others	230	–	8.0	7.5
TOTAL	2,835	20.9%	100.0%	100.0%

5. Central America

U. S. - Central American traffic showed the highest growth over the period 1972 -78 but fell to below average in 1978 and continued with below-average growth in 1979 at 12.4%, see Table 6.

Guatemala is the largest destination country in this region and is a hub for Pan American Airways' operations in this region. Its traffic has increased in every year over the last eight years but has slowed to below average the last two years.

B. TRANS ATLANTIC

The total traffic to and from Europe, Africa, Mid East and S. Asia of the U. S. was 15.9 million passengers, a 9.6% increase over 1978. This is below the long-term average growth of 12.0% since 1962 and lower than the last three years. Trans Atlantic traffic is dominated by U. S. - Europe flow, the largest of all regional flows with 37.0% of total U. S. International traffic.

1. Europe

U. S. - Europe traffic increased 9.1% to 14.9 million passengers, as shown in Table 7. As the number of U. S. citizens in this market declined by 122,000 or 1.5%, the entire increase was caused by the increased number of foreigners visiting the United States, up 1,368,000 or 24.0%.

The United Kingdom traffic, representing more than one-third of U. S. - Europe flow grew at a 4.9% pace, down substantially from 25.2% in 1978. The number of U. S. citizens dropped by 228,000 or 8.1% in the U.K. market. Most of this reduction came as a result of a 52.2% decline in charter flight passengers. This was also partially due to increased ground costs for the U. S. citizen in the U. K. as the exchange rate increased from $1.92 per Pound Sterling to $2.12, a 10% decrease in purchasing power. W. Germany and France had above average traffic increases, compared to the remainder of Europe. The Netherlands and Belgium had the highest growth rates, 24.9% and 70.1% respectively, of the major European markets due to the opening of new gateways in the U. S. to Amsterdam and Brussels. The Netherlands passed Switzerland as the fifth most popular arrival point in Europe in 1978. Switzerland recorded a traffic decline, -3.4%, with a 16.6% decline in U. S. citizen travel.

The Mid-East flow had an above average growth, with Israel traffic, consisting of over one-half of this market, rising nearly 30%, see Table 8. With better service to Saudi Arabia, 60,000 passengers were recorded here in 1979. Offsetting this, was the unsurprising 40.9% decline in traffic to Iran.

C. TRANS PACIFIC

The Pacific Basin countries were the fastest growing major region in 1979 at 22.2%, resuming its long term pattern. It was displaced temporarily as the fastest growing region in 1976 and 1977 by the Trans Atlantic, primarily due to the recovery of U. S. - Europe flow from the 1973 -75 recession. It was lower than the Latin America flow in 1978 due to the large recovery in U. S. - Mexico traffic that year.

1. Far East

This main component of Trans Pacific flow had a growth rate of 23% in 1979, see Table 9. Japan is the largest segment of this market with 2.7 million passengers representing 70% of the total Far East. Of the 468,000 passenger increase in this market 446,000 were non U. S. citizens. Hong Kong and S. Korea recorded large increases, 82.4% and 52.7% respectively, due to new single-plane services from the United States.

TABLE 6

U.S. INTERNATIONAL AIR PASSENGERS
U.S. – CENTRAL AMERICAN AND PANAMA TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
Guatamala	400	11.4%	32.9%	33.2%
Panama	303	18.8	24.9	23.6
Costa Rica	175	22.3	14.4	13.2
Honduras	132	10.0	10.9	11.1
Others	207	–	16.9	18.9
TOTAL	1,216	12.4%	100.0%	100.0%

TABLE 7

U.S. INTERNATIONAL AIR TRAVEL
U.S. – EUROPE TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
United Kingdom	5,306	4.9%	35.6%	37.0%
West Germany	2,084	12.0	14.0	13.6
France	1,356	11.1	9.1	8.9
Italy	1,089	7.7	7.3	7.4
Netherlands	883	24.9	5.9	5.2
Switzerland	626	–3.4	4.2	4.7
Spain	626	0.0	4.2	4.6
Ireland	499	12.8	3.3	3.2
Denmark	498	8.2	3.3	3.4
Greece	451	8.5	3.0	3.0
Belgium	360	70.1	2.4	1.5
Portugal	259	5.4	1.7	1.8
Sweden	141	89.1	0.9	0.5
Luxembourg	139	–2.1	0.9	1.0
Iceland	120	–8.9	0.8	1.0
Poland	106	24.4	0.7	0.6
Others	375	–	2.7	2.6
TOTAL	14,918	9.1%	100.0%	100.0%

TABLE 8

U.S. INTERNATIONAL AIR TRAVEL
U.S. – MID EAST/S.ASIA TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
Israel	385	29.6%	50.5%	46.0%
India	137	13.2	18.0	18.8
Iran	78	–40.9	10.2	20.5
Jordan	75	51.7	9.8	7.8
Saudia Arabia	60	*	7.9	0.0
Others	27	–	3.6	6.9
TOTAL	762	18.3	100.0%	100.0%

*Less than 1,000 pax. in 1978.

TABLE 9

U.S. INTERNATIONAL AIR TRAVEL
U.S. – FAR EAST TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
Japan	2,749	20.5%	70.0%	71.5%
Hong Kong	343	82.4	8.7	5.9
South Korea	304	53.7	7.7	6.2
Philippines	295	–5.7	7.5	9.8
Taiwan	181	7.8	4.6	5.3
Others	55	–	1.5	1.3
TOTAL	3,927	23.0%	100.0%	100.0%

2. South Pacific

The South Pacific had an above average growth rate in 1979 of 19.4% and neared the 1.0 million passenger mark, see Table 10. Australia consists of over 45% of the South Pacific traffic and recorded high growth, up 41.2%. Continental Airlines entered the S. Pacific market in 1979 and Air New Zealand expanded service. Traffic to/from Tahiti suffered from the withdrawal of service by Pan American and U. S. - Fiji traffic decreased as more flights bypassed Fiji on the way to Australia.

TABLE 10

U.S. INTERNATIONAL AIR PASSENGERS
U.S. – SOUTH PACIFIC TRAFFIC
DISTRIBUTED BY COUNTRY

1979 Vs. 1978

Country	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
Australia	431	41.2%	45.1%	38.2%
New Zealand	258	14.1	27.0	28.3
Tahiti	148	–3.2	15.5	19.1
Fiji	56	–6.9	5.8	7.5
Others	61	–	6.6	6.9
TOTAL	954	19.4%	100.0%	100.0%

III. MARKET CHARACTERISTICS

A. CHARTER VS. SCHEDULED SERVICES

Charter traffic decreased 15.8% to 3.3 million passengers, following a 10.7% decrease in 1978, see Table 11. Charter volume is now lower than in 1976 and its percentage of the market dropped to below 10% for the first time since the INS began reporting charter data in 1972. This drop has occurred because scheduled carriers have provided special discount fares which compete with the charter carriers. U. S. - Europe charter consists of more than one-half of the total charter market and its loss of more than one-quarter of its volume in one year caused the drop in total charter volume. The U. K. charter volume was down 52.5% to 295,000 leaving W. Germany as the largest U. S. - Europe charter market (573,000 passengers) which it achieved in 1978.

There was a 16.1% gain in traffic to the Caribbean. The Bahamas moved into second place among individual countries ahead of the U. K. in charter volume despite a 3.4% charter traffic drop. All traffic from Cuba, 156,000,was charter in 1979. The Netherlands Antilles had a modest gain to 130,000 with Jamaica closing in on second place with 128,000 and a 22.5% gain.

B. U. S. CITIZENS VS. NON-U. S. CITIZENS

One of the factors in the changing characteristics of U. S. International travel is the continuing decline in the percentage of the market represented by U. S. citizens. The most recent decline started in 1972 from a peak of 63.7% U. S. citizens and declined 5.7 percentage points in 1979 to 51.9%, see Table 12. Although the number of U. S. citizens increased by 6.4% in 1979, the rate of increase for non-U. S. citizens was more than four times that at 26%.

In the U. S. - Europe market, the number of U. S. citizens declined by 1.5% or 122,000, while the non-U. S. citizens increased by 24% or 1,368,000, resulting in a 52.7% U. S. citizens participation rate. This decline was primarily due to the decline in the U. K. market of 7.2% or 203,000 passengers. U. S. citizen participation rose slightly, however, in the W. Germany, France and Italy markets.

All major markets, other than Europe, had increases in U. S. citizen travel. Mexico had the greatest increase in numbers, up 540,000 and also in percentage, up 19.9%. In the Far East, South Pacific, and South and Central America non-U. S. citizen travelers outnumber U. S. citizens.

C. U. S. FLAG AIRLINES VS. FOREIGN FLAG AIRLINES

The five largest regional flows for U. S. citizens are also the largest for U. S. flag carriers, see Table 13. Despite the slower growth in U. S. citizens taking foreign trips, U. S. airlines obtained a slightly larger share of the market pushing their share to just over 50%. It has been in the 50% range since dropping to this point in 1975. U. S. flag airlines carried 18.2 million passengers to/from foreign destinations, up 17.2% over 1978. U. S. carriers' volume to Europe increased by 9.8% to 6.6 million even though the number of U. S. citizens declined in this market. In the U. K. market however, their traffic was up only 3.1% reflecting the effect of declining U. S. citizen traffic. The entry of U. S. airlines into newer gateways can be seen in the increases to the Netherlands up 151.1% (up 124,000), Belgium 192.3% (86,000) and Denmark 439.2% (55,000). For Denmark, non-U. S. carrier volume decreased slightly.

For the Caribbean, Central America and Panama, foreign carriers gained from 1 - 7 percentage points in the market share. U. S. carriers had over 20% increases in the Mexico, South America, Far East and South Pacific markets.

TABLE 11

U.S. INTERNATIONAL AIR PASSENGERS CHARTER VS. SCHEDULED SERVICE DISTRIBUTED BY REGION

1979 Vs. 1978

Region	Charter		Scheduled		Charter	
	Passengers (000)	Percent Change	Passengers (000)	Change	Percent of Region	Percent of Total Charter
Europe	1,834	−28.3%	13,084	17.7%	12.3%	55.6%
Caribbean	995	16.1	5,010	14.7	16.6	30.2
Mexico	279	5.1	4,896	26.0	5.4	8.5
Far East	65	−24.4	3,860	24.4	1.6	2.0
South America	54	−13.2	2,780	21.9	1.9	1.6
Others	69	—	3,129	—	2.2	2.1
TOTAL	3,296	−15.8%	32,759	19.4%	9.1%	100.0%

Excludes: U.S. Mainland — Puerto Rico/U.S. Virgin Islands.

TABLE 12

U.S. INTERNATIONAL AIR PASSENGERS
U.S. CITIZENS VS. NON-U.S. CITIZENS
DISTRIBUTED BY REGION
1979 VS. 1978

	U.S. CITIZENS		NON-U.S. CITIZENS		U.S. CITIZENS	
REGION	PASSENGERS PAX. (000)	PERCENT CHANGE	PAX (000)	PERCENT CHANGE	PERCENT OF EACH REGION	PERCENT OF TOTAL U.S. CITIZENS
Europe	7,860	– 1.5%	7,057	24.0%	52.7%	42.0%
Caribbean	4,190	10.9	1,816	25.5	69.8	22.4
Mexico	3,249	19.9	1,925	33.5	62.8	17.4
Far East	1,154	12.4	2,773	28.1	29.4	6.2
South America	860	6.0	1,975	28.8	30.3	4.6
Mid East & India	394	16.6	368	19.9	51.7	2.1
Central America	376	4.4	537	15.1	41.2	2.0
South Pacific	354	11.3	600	24.8	37.1	1.9
Africa	143	3.8	111	25.7	56.1	.7
Panama	138	8.5	165	28.7	45.5	.7
U.S. Trust	7	–22.2	5	25.5	44.2	.0
TOTAL	18,725	6.4%	17,332	26.0%	51.9%	100.0%

Excludes: U.S. Mainland – Puerto Rico/U.S. Virgin Islands

TABLE 13

U.S. INTERNATIONAL AIR PASSENGERS
U.S. FLAG AIRLINES VS. NON-U.S. FLAG AIRLINES
DISTRIBUTED BY REGION
1979 VS. 1978

REGION	U.S. FLAG AIRLINES PASSENGERS (000)	U.S. FLAG AIRLINES PERCENT CHANGE	NON-U.S. FLAG AIRLINES PASSENGERS (000)	NON-U.S. FLAG AIRLINES PERCENT CHANGE	U.S. FLAG AIRLINES PERCENT OF REGION	U.S. FLAG AIRLINES PERCENT OF TOTAL US FLAG
Europe	6,606	9.8%	8,311	8.6%	44.3%	36.3%
Caribbean	4,098	12.8	1,907	19.8	68.2	22.5
Mexico	3,074	29.4	2,100	18.3	59.4	16.9
Far East	1,867	36.8	2,059	12.7	47.5	10.2
South America	1,271	23.4	1,564	19.0	44.8	7.0
South Pacific	396	34.9	558	10.5	41.5	2.2
Central America	380	6.4	534	13.5	41.5	2.1
Panama	226	8.9	77	60.8	74.6	1.2
Mid East & S. Asia	165	44.7	598	12.6	21.6	.9
Others	134	–	130	–	–	.7
TOTAL	18,217	17.2%	17,838	12.8%	50.5%	100.0%

Excludes: U.S. Mainland – Puerto Rico/U.S. Virgin Islands

IV. U. S. GATEWAYS

A. U. S. GATEWAYS FOR INTERNATIONAL TRAFFIC

Passengers using New York as a gateway for foreign travel numbered 12.7 million up 8.4% or 988,000 from 1978, see Table 14. Since this increase was below average, its share of the market declined from 37.3% to 35.2%. New York continues to be effected by the relatively slower growth in the U. S. - Europe market and the fragmentation of traffic flows at newer gateways. The increases through Miami, 22.8% and 1,165,000 more passengers, exceeded New York both in percentage and in numbers. Of the other major gateways only Los Angeles, Chicago and Washington, D. C. were below average.

The major gateways for each region and their growth rate are as follows:

	Passengers (000's)	Growth Rate
Caribbean	6,005	14.9%
Miami	2,570	25.2
New York	1,801	7.9
Mexico	5,174	24.6%
Los Angeles	1,375	17.1
Houston	733	55.5
Dallas	633	13.3
South America	2,835	20.9%
Miami	1,728	24.9
New York	690	16.2
Central America	913	10.4%
Miami	532	21.2
New Orleans	136	7.6
Far East	3,927	9.9%
Honolulu	2,058	15.2
San Francisco/Oakland	526	10.0
Los Angeles	447	29.7
South Pacific	954	2.4%
Honolulu	675	33.4
Los Angeles	259	-7.5

TABLE 14

U.S. INTERNATIONAL AIR PASSENGERS DISTRIBUTED BY GATEWAY 1979 Vs. 1978

Gateway	Passengers (000)	Percent Change	Percent of Total	
			1979	1978
New York/Newark	12,691	8.4%	35.2%	37.3%
Miami/Ft. Lauderdale	6,274	22.8	17.4	16.3
Los Angeles	3,315	11.9	9.2	9.4
Honolulu	2,746	19.1	7.6	7.3
Chicago	1,685	5.4	4.7	5.1
Boston	1,429	17.7	4.0	3.9
San Francisco/Oakland	1.033	36.9	2.9	2.4
Houston	1,017	47.6	2.8	2.2
Dallas	892	24.6	2.5	2.3
Washington D.C./Baltimore	702	0.3	1.9	2.2
Seattle	537	16.9	1.5	1.5
Atlanta	436	57.5	1.2	0.9
Philadelphia	379	46.0	1.1	0.8
Others	2,920	–	8.0	8.4
	36,056	15.0%	100.0%	100.0%

Excludes: U.S. Mainland – Puerto Rico/U.S. Virgin Islands

B. U. S. GATEWAYS TO EUROPE

New York served over 8.4 million passengers to and from Europe or more than one-half the volume, see Table 15. This was eight times the volume for the number-two gateway-Chicago. Continuing the long trend however, its growth rate, 7.2%, was below average and New York's market share dropped one percentage point in 1979. Two gateways had traffic declines to Europe, Chicago -4.5% and Seattle -7.9%. Chicago nearly dropped into third place behind Boston. The entry of Braniff from Boston to many new cities in Europe more than offset Pan American's dropping out of the Boston-London market.

The newer gateways of Atlanta, Dallas, Houston had relatively large percentage increases as Atlanta became the tenth largest gateway. San Francisco up 25.9% benefitted partially at the expense of Seattle. Philadelphia traffic increased as a result of replacement of one-stop service with peak season twice-daily, non-stop service to London.

TABLE 15

U.S. - EUROPE AIR PASSENGERS DISTRIBUTED BY U.S. GATEWAY

1979 Vs. 1978

Gateway	Passengers (000)	Percent Change	Percent of Total 1979	Percent of Total 1978
New York/Newark	8,404	7.2%	56.3%	57.3%
Chicago	1,069	–4.5	7.2	8.2
Boston	1,065	17.1	7.1	6.7
Los Angeles	867	8.0	5.8	5.9
Miami	659	25.9	4.4	3.8
Washington D.C./Baltimore	531	9.0	3.6	3.6
Bangor	355	23.1	2.4	2.1
Seattle	327	–7.9	2.2	2.6
San Francisco/Oakland	322	39.8	2.2	1.7
Atlanta	270	109.9	1.8	0.9
Dallas	239	73.0	1.6	1.0
Houston	202	21.0	1.4	1.2
Philadelphia	194	47.5	1.3	1.0
Detroit	120	–27.1	0.8	1.2
Minneapolis/St. Paul	91	–31.3	0.6	1.0
Others	203	–	1.3	1.8
TOTAL	14,918	9.1%	100.0%	100.0%

APPENDIX 1

The passenger traffic values for 1978 used in developing this report have been refined and improved since issuance of report FEA-2736, U.S. International Air Travel 1950-1978 in October 1979

The adjustments include corrections and updates performed by Nettleton Travel Center to the INS data. In the 1979 report, San Juan-Caribbean flow has been removed as it is primarily local traffic. Previously all San Juan-North America, South America and Europe traffic were removed. In this report only Guam-Japan traffic was removed along with Guam-U.S. Trust Territories where previously all Guam-Asia was eliminated. A reconciliation is shown below.

U.S. INTERNATIONAL AIR TRAVEL
COMPARISON - YEAR 1978
1979 REPORT, MAY 1979 VS. 1950-1978 REPORT, OCTOBER 1978
U.S. TO/FROM

	CARIB.	PUERTO RICO	MEXICO	CENTRAL AM. INCL. PANAMA	SOUTH AM	EUROPE	AFRICA	MID EAST & INDIA	FAR EAST	SOUTH PACIFIC	U.S. TRUST
1979 REPORT	6,063	3,529	4,151	1,082	2,344	13,671	224	644	3,482	799	159
Adj. San Juan-Carib.	-711										
San Juan-U.S.V.I.	-126										
Guam-Japan									-290		
Guam-U.S. Trust											-146
NET	5,226	3,529	4,151	1,082	2,344	13,671	224	644	3,192	799	13
1950-1978 REPORT	6,085	3,529	4,181	1,090	2,342	13,695	230	528 3/	3,632 2/	967	–
Adj. San Juan-N.A.	-871										
San Juan-Mexico	+41		-41								
San Juan-U.S.V.I.	-126				-107						
San Juan-South Am.											
McGuire AFB						-52					
Japan-Anchorage-Europe						-18			-18		
Guam-Asia									-424		
Guam-U.S. Trust										-129	
Canary Islands						+56	-56				
San Juan-Europe						-68					
NET	5,129	3,529	4,140	1,090	2,235	13,613	174	528	3,190	838 1/	–

1/ Includes U.S. Trust
2/ Includes India
3/ Excludes India

1979 Report: U.S. International Air Travel-1979 FEA-2913 May 1979
1950-1978 Report: U.S. International Air Travel - 1950-1978 FEA-2736 October 1979